

Vision Zero

Standing Policy Committee on Transportation
September 10, 2018

What is Vision Zero?

- Eliminate **all** traffic-related deaths and severe injuries.
- Increase safe, healthy, **equitable** mobility for **all** road users.
- Traffic deaths and severe injuries are **preventable**.
- **Collaborative, multidisciplinary** approach.
- **Data-driven**, focus on the facts not the feelings.

What is Vision Zero?

A Mobility Revolution

VISION ZERO

- Traffic deaths are **PREVENTABLE**
- Humans make **MISTAKES**
- Prevent **FATAL AND SEVERE** crashes
- Design **SURVIVABLE** roads
- Traffic **DEATHS** are **EXPENSIVE**

VS

TRADITIONAL APPROACH

- Traffic deaths are **INEVITABLE**
- **PERFECT** human behavior
- Prevent all **COLLISIONS**
- Design **HIGH FLOW** roads
- Saving lives is **EXPENSIVE**

What is Vision Zero?

A Safe Systems Approach

- People make **mistakes**
- The human body has **limited** physical ability
- Road safety is a **shared responsibility**
- **All** parts of the road system must be **strengthened**



Why Does Canada Need Vision Zero?

- Each year, ~**15,000** Canadians **die** or are **injured** in traffic collisions
- This is equivalent to filling the Royal University Hospital **33** times
- Canada's Road Safety Strategy 2025 vision is "Towards Zero – The safest roads in the world"



"Our complacency is killing us"

- Deborah A.P. Hersman

National Safety Council (NSC) president and CEO

Why Does Saskatoon Need Vision Zero?

Over 10 years (2007-2016), on Saskatoon roads:

- **69** people have been **killed**
- **12,666** people have been **injured**

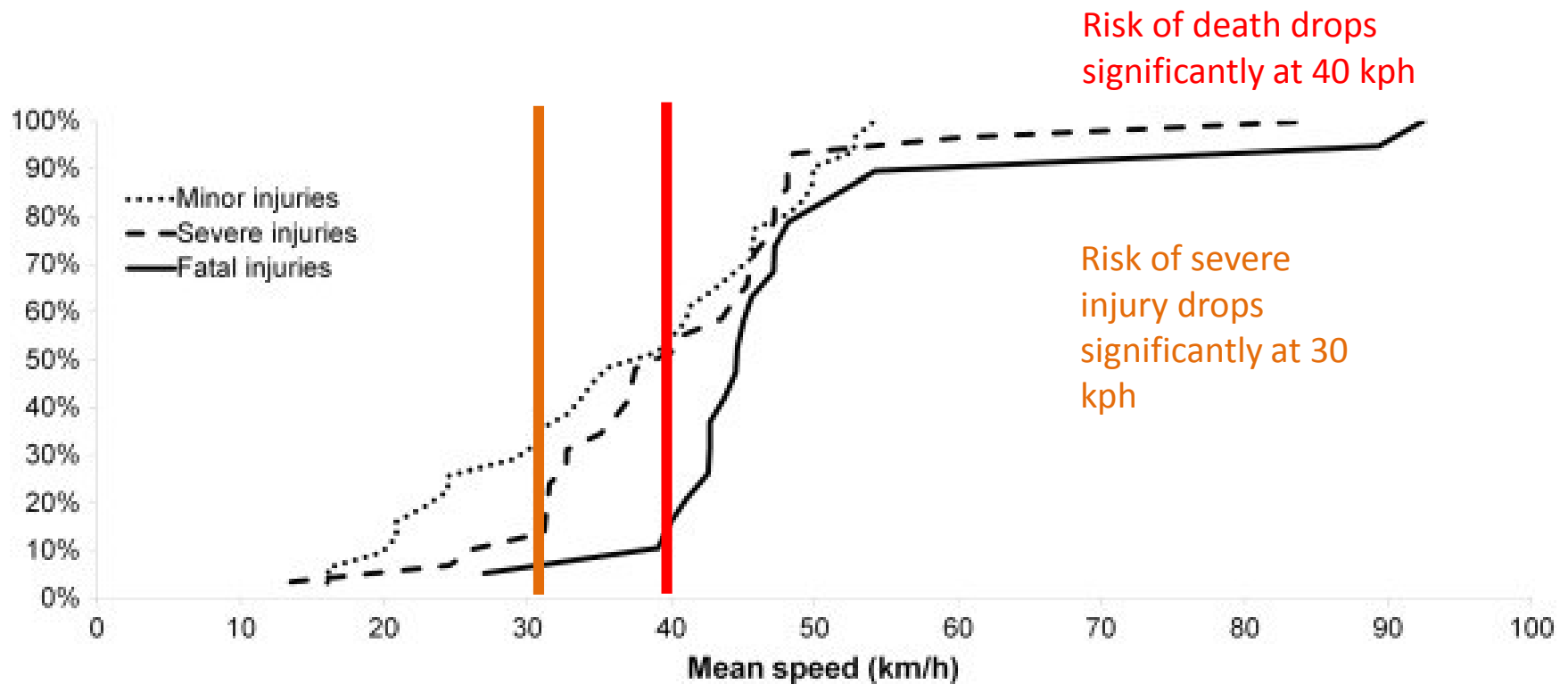


Why Do We Need Vision Zero?

- **Safety** should take **priority** over speed and inconvenience.
- Largest number of people killed on roads are **vulnerable road users** (i.e. pedestrians and cyclists).
- We are **all** pedestrians.

Why Do We Need Vision Zero?

Vulnerable road user risk of severe injury or death vs speed



How Do We Achieve Vision Zero?

Collaborative

- Road safety
- Public health
- School divisions
- Police
- Political leaders
- Industry
- Emergency Medical Services

Multidisciplinary

- Engineering
- Enforcement
- Education
- Engagement
- Evaluation
- Environment
- Equity
- Leadership

What is an appropriate number?

- <https://www.youtube.com/watch?v=bsyvvrkEjoXI&feature=youtu.be>
- <https://www.youtube.com/watch?v=h0Zy-Vg6im4&feature=youtu.be>

Saskatoon Vision Zero Initiative

- Partner agencies that are interested in being involved:
 - Saskatchewan Health Authority
 - Saskatoon Police Service
 - Saskatoon Public Schools and Greater Saskatoon Catholic Schools
 - Medavie Health Services West
 - Saskatoon and District Safety Council
 - Saskatoon Board of Education Driver Education
 - Saskatoon Fire Department

Should Saskatoon Be A Vision Zero Community?

**“I AM ONLY ONE, BUT I AM ONE. I CANNOT DO
EVERYTHING, BUT I CAN DO SOMETHING. AND I
WILL NOT LET WHAT I CANNOT DO INTERFERE
WITH WHAT I CAN DO.”**

EDWARD EVERETT HALE

© Lifehack Quotes

What will the FTE be Doing?

The Program Manager will have several responsibilities, including:

- Facilitating Steering Committee meetings
- Developing program framework
- Identifying data gaps, data needs, collision trends
- Developing program initiatives
- Establishing program implementation
- Coordinating individual initiatives with partner leads
- Overseeing education and marketing campaigns



What Is Different From What We Do Now?

- Safety is a consideration in our current work
- Our current approach to safety considers total vehicle collisions (rather than fatal and severe injury).
- Priority is given to efficient vehicle operations rather than an equitable, accessible transportation system for all road users.
- Here are a couple of examples that illustrate how the Vision Zero Strategy aligns with what we are trying to address through our NTR program and our Complete Streets Policy.

What Is Different From What We Do Now?



Rainier Avenue South, Seattle, Washington, USA

What Is Different From What We Do Now?



Queens Boulevard, New York, New York, USA

How Does Vision Zero Align with Other Programs?

Vision Zero

Traffic
Calming
Policy

Traffic
Control at
Pedestrian
Crossings
Policy

Speed Limits
Review –
Bylaw 7200

Traffic
Operations
Policy

Roadside
Safety
Systems

Active
Transportation
Plan

Complete
Streets
Guide

Design
Standards

Manual of Uniform Traffic Control Devices for Canada (TAC, the “MUTCD”)

and

Geometric Design Guide for Canadian Roads (TAC, the “Design Guide”)